

CITY OF MISSISSAUGA
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THE CORPORATION OF THE CITY OF MISSISSAUGA
A G E N D A

OPERATIONS AND WORKS COMMITTEE
WEDNESDAY, APRIL 19, 1989, 9:00 A.M.
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Members: Councillor H. Kennedy
Councillor M. Prentice
Councillor F. Dale
Councillor F. McKechnie (Chair)
Councillor D. Culham
Councillor N. Iannicca

Prepared by: Linda Maller, Clerk's Department (896-5425)
Date: April 14, 1989

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - APRIL 19, 1989

DEPUTATIONS/PRESENTATIONS - 9:00 A.M.

A. Staff, Ten Year Transit Service Strategy Plan Study

D.01.02

SEE ITEM 1

B. Staff, Transportation Planning for Development

D.01.02

SEE ITEM 2

C. Mr. G. Slater, Glen Erin Inn

I.10.00.02

I.10.84008

SEE ITEM 9

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
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2.	D.01.02	Transportation Planning for Development
3.	F.05.04.05(a)	Composting Demonstration Project
4.	K.03.01	1989 Slurry Seal and Crack Sealing Programs
5.	M-878	First City Development Corporation Limited - Exemption from Major Road Improvement Levy
6.	M-759	Creditview Estate Homes Limited - Waiving of Building Department Condition
7.	M-627	Sound Homes Residential Subdivision - Draw on Securities
8.	T-86059	Kupec Properties Subdivision - Street Name Approval
9.	I.10.00.02 I.10.84008	Directional Signage for Designated Heritage Buildings

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|-----|------------|---|
| 10. | F.06.04.02 | Pallsander Avenue - On-Street Parking |
| 11. | B 191/84-M | 2394 Hammond Road - Quit Claim Deed |
| 12. | L.03.00.01 | Refreshment Cycle and Cart Vendors in City Parks |
| 13. | L.03.00.02 | Mississauga Noxious Weed Control Program Policy |
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CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

APRIL 19, 1989

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MATTERS FOR CONSIDERATION:

- 1. Report dated April 10, 1989, from the Commissioner of Public Works and Transit Department General Manager providing a Final Report on the Mississauga Ten-Year Transit Service Strategy Plan Study.

The purpose of the report is to present an overview of the study, to obtain City Council's endorsement of the transit service strategy, and to obtain the necessary authorization to proceed with the implementation of various components of the Strategy Plan.

The report deals with the following topics:
 - 1. An Overview of the Ten-Year Transit Service Strategy Study
 - 1.1 Major Transit/Transportation Issues facing Mississauga
 - 1.2 Transit Goals and Targets
 - 1.3 Travel Demand Analysis

2. Bus Network and Auto Traffic Screenline Analysis
3. Additional Transit Strategy Options
4. Ten-Year Transit Service Strategy Plan
5. Implementation

Phase 1 of the Ten-Year Transit Service Strategy Plan Study is now complete. Subject to City Council's approval of the strategy as contained in the accompanying report by the IBI Group staff will approach the Ministry of Transportation to determine which components of the Transit Strategy may be eligible for additional subsidies in 1989.

With that additional information staff will report back to Council with an implementation plan for 1989 for Council's approval, indicating what additional resources are required and the financial implications on the City's Capital Budget.

A number of elements of the Transit Strategy should be further pursued in Phase 2 of the study.

RECOMMENDATION:

- (a) That the Mississauga Ten-Year Transit Service Strategy Study as outlined in the report by the IBI Group, dated April 1989, be endorsed.
- (b) That staff be directed to approach the Ministry of Transportation to determine which items in the Mississauga Ten-Year Transit Service Strategy Plan may be eligible for additional grants and subsidies in 1989-90.
- (c) That staff report back to the Operations and Works Committee regarding implementation of early elements of the Transit Strategy including costing and funding implications.
- (d) That staff report back to the Operations and Works Committee with implementation approaches and terms of reference for the following phase 2 projects:
 - Busway planning study
 - Planning and design of express bus service on the Highway 403 shoulder
 - Transportation gateway overview and Renforth-Eglinton Gateway planning and design study
 - Mississauga/TTC improved service coordination and fare integration
 - Mississauga GO Transit improved service coordination and fare integration
 - Hurontario Street transit corridor planning review
- (e) That the Ten-Year Transit Service Strategy Plan be updated annually and that the Plan be submitted for council consideration prior to budget approval.

- (f) That copies of the Mississauga Ten-Year Transit Service Strategy Plan Report and the report from the Commissioner of Public Works and the General Manager of the Transit Department be forwarded to the Ministry of Transportation Ontario, Metropolitan Toronto, the City of Etobicoke, the Toronto Transit Commission, GO Transit and the Region of Peel.

D.01.02

RECOMMEND ADOPTION

2. Report dated April 10, 1989, from the Commissioner of Public Works regarding Transportation Planning for Development.

At its meeting on March 13, 1989, City Council had before it a report dated March 7, 1989 from the Commissioner of Public Works regarding the Hurontario/Eglinton Area Traffic Impact Study. Council referred back to staff for further discussion and input the following recommendations from the aforementioned report:

- a) That no applications received after March 13, 1989, for amendments to the Hurontario Secondary Plan that would result in higher development densities be processed until City Council is satisfied that the planned road system is substantially in place and adequate transit service is available in the area to support additional density.
- b) That within the Hurontario/Eglinton study area, as illustrated in Map 1 attached to the report dated March 7, 1989, from the Commissioner of Public Works, plans of subdivision and rezoning applications received after March 13, 1989, continue to be processed but that final approval be withheld for a period of one year; and that City staff review the progress and impact of planned road improvements relative to land development early in 1990 and report back to City Council by March 1, 1990.

Council directed that a meeting with staff, the Mayor and Members of Council be convened regarding the planning and transportation issues included in the aforementioned recommendations contained in the report (March 7, 1989) of the Commissioner of Public Works.

Council also requested a report from the Commissioner of Public Works addressing the increased traffic impact on the Secondary Plan.

The report is prepared in response to these requests for further information.

The purpose of the report is to provide an assessment of current transportation planning efforts for development and to recommend ways of addressing the concerns expressed by Members of City Council.

The report deals with the following topics:

RECENT TRENDS

1. Growth in Traffic, Population & Employment
2. Changing Travel Characteristics in GTA

PRESENT PRACTICE

1. Planning for Development and Transportation
2. Ten-Year Capital Works Program
3. Works by Developers

CURRENT TRANSPORTATION ISSUES

1. Traffic Congestion
2. Phasing of Development
3. Funding

COMMENTS

1. Traffic Congestion
2. High Density Development
3. Development/Transportation Staging
4. Transportation Impact Statements
5. Ten-Year Transportation Strategy Plans
6. Funding
7. External Environment
8. Corporate Management

CONCLUSIONS:

The existing approach to transportation planning for development is fundamentally sound. The existing practice is responsive to changing conditions and is flexible to ensure greatest benefit to the City.

Nevertheless, the existing practice can be improved. Firstly, development/transportation staging studies should be carried out for a number of planning districts where significant amounts of growth are still scheduled to occur.

Secondly, Transportation Impact Statements should be prepared for all major development proposals and for requests for development densities greater than those permitted in approved Secondary Plans.

Finally, Ten-Year Transportation Strategy Plans should be prepared annually for consideration by Council prior to budget approval.

RECOMMENDATION:

- (a) That development/transportation staging studies be initiated for the following planning district areas:
- Hurontario
 - East Credit
 - Central Erin Mills
 - Lisgar
 - Winston Churchill
 - Meadowvale Village
 - Derry
 - Airport South
 - Britannia West
 - Meadowvale North Business Park
- (b) That development applications in the above noted areas which are in conformity with the currently approved secondary plans continue to be processed.
- (c) That development applications in the above noted areas for densities higher than those permitted in the currently approved secondary plans not be approved until the staging studies are completed and endorsed by Council.
- (d) That the timing of road and transit improvements necessary to accommodate currently planned development in the Mississauga City Centre be investigated.
- (e) That Transportation Impact Statements specifying necessary road and transit improvements and their cost implications be prepared and submitted to Council for all major development plans and applications for densities higher than those permitted in currently approved secondary plans and that staff report back to the Operations and Works Committee regarding the format and implementation aspects of the preparation of Transportation Impact Statements.
- (f) That Ten-Year Transportation Strategy Plans be prepared annually and submitted to Council for consideration prior to budget approval.
- (g) That staff report back to the Operations and Works Committee on the matter of the development industry assisting in expediting MTO projects.

D.01.02

RECOMMEND ADOPTION

3. Report dated March 21, 1989, from the Commissioner of Public Works regarding the composting demonstration project.

The report outlines the proposed procedures for the test composting project which was approved by Council for the period June 1, 1989 to May 31, 1990.

April 19, 1989

First Brands(Canada) Corporation are assisting the City of Mississauga with the cost of the composting demonstration project by supplying a limited number of cupboard units and clear plastic bags at no cost to the City.

At the same time they will benefit from the project by conducting a marketing analysis of their products and monitoring comments received from the residents.

RECOMMENDATION:

- (a) That the Public Works Department be authorized to make arrangements with First Brands (Canada) Corporation for the acquisition of 1200+ cupboard units, liner bags, 26" x 24" clear plastic bags and large clear plastic garden bags in sufficient quantities to carry out the demonstration composting project.
- (b) That the Public Works Department purchase the necessary curbside containers manufactured by the Rubbermaid Company following the usual City purchasing practices as outlined in the report dated April 5, 1989, from the Commissioner of Public Works.

F.05.04.05(A)

RECOMMEND ADOPTION

4. Report dated March 30, 1989, from the Commissioner of Public Works providing a list of the roads being recommended for the 1989 Slurry Seal and Crack Sealing Programs.

For 1989, \$149,600 has been allocated in the Public Works Current Budget for slurry seal of roads identified in Exhibit A. For 1989, \$97,700 has been allocated for crack sealing work along the roads identified in Exhibit B.

RECOMMENDATION:

That the report dated March 30, 1989, from the Commissioner of Public Works outlining the proposed 1989 Slurry Seal and Crack Sealing Programs be approved.

K.03.01

RECOMMEND ADOPTION

5. Report dated April 6, 1989, from the Commissioner of Public Works regarding an exemption from Major Road Improvement Levy to be granted to First City Development Corporation Limited for their residential subdivisions T-87041 and Registered Plan 43M-878 located west of Tenth Line West and north of Britannia Road West.

April 19, 1989

The construction of Trelawny Circle and Doug Leavens Boulevard is being carried out by the developer, First City Development Corporation, totally at the developer's cost, including the cash contribution for the watercourse crossing. Since both roads were included in the Major Road Improvement Levy calculations, the developer should receive full credit from the Major Road Improvement Levies payable for Plans T-87041 and 43M-878 as the credit equal to 80% of his costs (\$1,123,260.80) exceeds the Major Road Improvement Levies payable for Plan T-87041 and Plan 43M-878 (\$974,718.92).

The letter of credit deposited by the developer in the amount of \$480,855.87 being the Major Road Improvement Levy payable for Plan 43M-878 should be returned to First City Development Corporation Limited.

RECOMMENDATION:

That the following be applicable in regard to the Major Road Improvement Levies payable for Plan T-87041 Phase I and II, and Registered Plan 43M-878 (lands located west of Tenth Line West and north of Britannia Road West):

- (a) that the Financial Agreement for the First City Development Corporation Limited, Plan T-87041 Phase I and II indicate that no Major Road Improvement Levies are payable to the City for this development.
- (b) that the Major Road Improvement Levies for the First City Development Corporation Limited Registered Plan 43M-878 be waived.
- (c) that the Letter of Credit in the amount of \$480,855.87 being the deposit made by the developer of Registered Plan 43M-878 as payment for the Major Road Improvement Levy be returned to First City Development Corporation.

M-878

RECOMMEND ADOPTION

6. Report dated April 5, 1989, from the Commissioner of Public Works regarding the waiving of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement with respect to Lot 27, Plan 43M-759, Creditview Estate Homes Limited - Rivergrove Subdivision Phase IV, located south of Britannia Road West and west of Creditview Road.

Under the terms of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement, the developer, Creditview Estate Homes Limited (1 Saleshurst Road, Suite 300, North York, Ontario M2J 5B2) agreed that a minimum setback of 15.0 m for all buildings and structures, and a minimum setback of 30.0 m for principal structures was to be maintained from the approved top-of-bank of the Credit River for Lots 26 to 40 and 103 to 105 and Block 150 located adjacent to the Credit River.

The single family dwelling proposed for Lot 27 has been designed to provide a setback of 13.2 m from the greenbelt zone. The developer has stated that due to the irregular configuration of the line of the greenbelt zone, the projection of a sunroom/master bedroom sitting area encroaches into the required setback by approximately 1.8 m. The main dwelling complies in all respects with the Zoning By-law requirements.

The Committee of Adjustment has reviewed this request and has granted a variance in setback as requested subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

RECOMMENDATION:

That Building Department Condition 5 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited - Rivergrove Subdivision Phase IV, Plan 43M-759, located south of Britannia Road West and west of Creditview Road, be waived with respect to Lot 27, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

M-759

RECOMMEND ADOPTION

7. Report dated March 28, 1989, from the Commissioner of Public Works regarding a draw on developer's securities for the general cleanup and grading at Wetherby Lane cul-de-sac and empty lots on April 14, 1988 in the Sound Homes Residential Subdivision, Plan 43M-627, located north of Burnhamthorpe Road East and west of Cawthra Road.

The developer, 530703 Ontario Limited, has been given opportunity to pay the outstanding invoice of \$874.16 for the City's cleanup and grading at the Wetherby Lane cul-de-sac. It is now in order for the City to draw \$874.16 from the developer's Letter of Credit securing the engineering works for Plan M-627 to offset the City's incurred costs.

RECOMMENDATIONS:

That the City Treasurer be authorized to draw \$874.16 from the Letter of Credit securing the engineering works for Plan M-627 (current value \$244,093.74) to defray cost incurred by the City for the general cleanup and grading at the Wetherby Lane cul-de-sac.

M-627

RECOMMEND ADOPTION

8. Report dated March 30, 1989, from the Commissioner of Public Works regarding the approval of a street name for Kupec Properties Subdivision (located west of Creditview Road/south of Eglinton Avenue West).

RECOMMENDATION:

That the name "Norenko" be approved as a street name for Kupec Properties Subdivision T-86059 (located west of Creditview Road/south of Eglinton Avenue West).

T-86059

RECOMMEND ADOPTION

9. Report dated April 5, 1989, from the Commissioner of Public Works with respect to a policy for directional signage for designated heritage buildings.

In considering the request of the Glenelg Inn for a number of directional signs on municipal property, Operations and Works Committee felt that this department should review a number of directional signs for all heritage buildings and the use of public property for same.

The staff committee, in reviewing signing of historic buildings which are now being used for commercial purposes, felt that it would be reasonable for the City to permit one directional sign to be located at a location on public property satisfactory to both the City and the owner.

RECOMMENDATION:

That a policy concerning directional signage for heritage buildings used for commercial purposes be approved which would permit one directional sign to be installed on public property by the City at the owner's expense, with the shape, size and decor of the sign to be approved by the Design and Environment Division of the Planning and Building Department, and that the Glenelg Inn be advised of this policy.

Mr. G. Slater of the Inn may wish to address the Committee regarding this recommendation.

I.10.00.02
I.10.84008

RECOMMEND ADOPTION

10. Report dated March 17, 1989, from the Commissioner of Public Works in response to a request that the City allow extended on-street parking (more than three hours) on residential roadways to accommodate additional long-term (12 hour) residential and visitor parking. Ms. Drab has received a parking infraction on Palsander Avenue and feels it is not feasible to prohibit extended parking on residential streets.

Allowing extended on-street parking on residential roadways would cause City-wide problems in respect to reduced visibility for motorists and pedestrians, emergency vehicles, snow removal equipment and other maintenance vehicles. Based on experience, residents would probably utilize on-street parking for convenience and not because of insufficient on-site parking.

Each residence on Palsander Avenue has a minimum of two on-site parking spaces available.

RECOMMENDATION:

That the existing Council Policy, adopted on May 14, 1984 which states that extended on-street parking only be considered in residential areas where less than two on-site parking spaces are available with no room for expansion, be maintained, and extended on-street parking not be allowed on Palsander Avenue as each residence has the minimum requirement of two on-site parking spaces.

F.06.04.02

RECOMMEND ADOPTION

11. Report dated April 4, 1989, from the City Solicitor regarding a Quit Claim Deed and Release of Agreement between Lidia Janitis and the City dealing with side yard set backs at 2394 Hammond Road.

The roadway was constructed farther to the north than anticipated with the result that the lands did not become a corner lot as defined within the Zoning By-law. Therefore, the Agreement is no longer necessary and the usual provisions of the Zoning By-law will apply.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Quit Claim Deed between The Corporation of the City of Mississauga and Anton and Matija Mary Krpan with respect to Part Lot 22, Plan 396, being Part 1, Plan 43R-12920 to release Instrument #733143 being an Agreement dated October 4, 1985 (2394 Hammond Road).

B 191/84-M

RECOMMEND ADOPTION

12. Report dated April 19, 1989, from the Commissioner of Recreation and Parks regarding a policy for refreshment cycle and cart vendors in City parks.

Refreshment cycle and cart vendors (hotdogs, popcorn, beverages) have been operating in City parks on an informal basis for a number of years.

During the past year, the Recreation and Parks Department and the Public Works Department have received a significant increase in the number of requests from vendors wishing to sell refreshments in park locations, particularly along the waterfront. A large reason for this influx is the City of Toronto's decision to ban most pushcart vending within its boundaries.

In order to effectively deal with the recent increased demand and treat all refreshment cycle and cart licensees in a fair and equitable manner, a formal policy has been prepared for the Committee's consideration and approval.

The Recreation and Parks Department supports the admission of refreshment cycle and cart vendors in City parks where concession services are not being provided by the Corporation or an affiliated group, as long as strict controls are applied to their operations. The policy outlined in this report will ensure that appropriate controls are in place.

RECOMMENDATION:

That the report dated April 19, 1989 from the Commissioner of Recreation and Parks outlining a formal policy for refreshment cycle and cart vendors in City parks, be approved.

L03.00.01

RECOMMEND ADOPTION

13. Report dated April 19, 1989, from the Commissioner of Recreation and Parks regarding the Noxious Weed Control Program Policy.

The Recreation and Parks Department is responsible for the control of noxious weeds in the City of Mississauga, in accordance with the Provincial Weed Control Act.

This program involves responding to public concerns, inspecting areas throughout the Municipality to determine if infractions to the Weed Control Act are taking place, invoking measures and procedures for the destruction of noxious weeds and providing assistance to residents who have questions about weed identification.

Now that we are approaching "Weed Season" once again, a Policy and Procedures document for Noxious Weed Control has been prepared for Recreation and Parks Department staff to identify the objectives and the policies governing the operation and administration of the program.

The formal adoption of this Policy for Noxious Weed Control in Mississauga will assist staff and administration to effectively operate and monitor the program.

RECOMMENDATION:

That the report dated April 19, 1989 from the Commissioner of Recreation and Parks which formally introduces a Mississauga Noxious Weed Control Program Policy, be approved.

I.03.00.02

14. Report 3-89 of the Public Vehicle Authority meeting held on April 11, 1989.

A.03.04.01

RECOMMEND ADOPTION



Corporate Report

Received by
Clerk's Dept.

Clerk's Files

D. 01. 02

OPERATIONS/WORKS APR 9 1989

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DATE: April 10, 1989

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department and E. J. Dowling, Transit Department

SUBJECT: Final Report on the Mississauga Ten-Year Transit Service Strategy Plan Study

ORIGIN: Public Works Department

BACKGROUND:

On May 24, 1988, the Honourable Ed Fulton, Minister of Transportation of Ontario released a report entitled, 'Transportation Directions for the Greater Toronto Area'.

The Minister's report (hereafter 'The GTA report') was the result of a three-year cooperative effort under the leadership of the Minister of Transportation incorporating several studies and involving extensive consultation with municipalities and transportation agencies throughout the Greater Toronto Area (GTA). The City of Mississauga was an active participant throughout the GTA effort.

In the Minister's announcement no new funding for the construction of major transit initiatives including the Sheppard Subway, the Eglinton west Rapid Transit Line and the Mississauga Busway were provided. It was stated that these major facilities would be examined again after a five-year period.

However, the GTA report did indicate that the Province would be willing to support efforts by municipalities to protect options for future implementation of rapid transit initiatives, including a specific reference to 'the grade-separated Mississauga Busway'.

11(a)

BACKGROUND: (continued)

In addition, the Minister indicated the types of transportation initiatives or projects that his Ministry would be prepared to support over the coming years.

The Commissioner of Public Works in a subsequent report dated May 31, 1988 stated that:

'It is difficult for the City to respond adequately to many of the suggested transit service improvements because there is no cohesive intermediate term implementation plan for City transit services... In light of the provincial announcement on transportation improvements in the Greater Toronto Area it appears appropriate to initiate the preparation of a ten-year transit service strategy plan in order to respond appropriately to the Minister's intentions'.

With Council's authorization staff from the Public Works Department and Mississauga Transit met with MTO staff to consider terms of reference and funding arrangements for developing a Ten-Year Transit Service Strategy Plan for Mississauga.

From those discussions the following study approach emerged:

1. The study would be carried out in two phases, as follows:

Phase 1 would be a comprehensive strategic overview identifying the major components of the Transit Strategy and their relative priorities. In order to take advantage of 1989/90 Provincial funding, Phase 1 would be undertaken immediately.

A second phase of detailed studies would be required to implement various components of the Transit Strategy. The requirements for further Phase 2 studies would be identified during Phase 1.

2. The study would be done in cooperation with MTO. The Ministry's staff would participate in a Technical Coordinating Committee in order to maintain close liaison throughout the study.

1 (sh)

BACKGROUND: (continued)

3. An experienced senior consultant with direct involvement in the earlier GTA analysis would be selected to be directly and actively involved throughout the entire study.
4. Staff from all relevant City Departments and other agencies, including the Ministry of Transportation Ontario, GO Transit and the Region of Peel, would actively participate throughout the study.

On October 11, 1988, City Council approved Terms of Reference for the study and approved the appointment of the consulting firm of IBI Group. Council requested a 75 percent Provincial subsidy for the study and this was granted.

A Technical Coordinating Committee was established and has met on several occasions throughout the course of the study.

Interim status reports were prepared and presented to the Operations and Works Committee on two separate occasions - November 15, 1988 and January 19, 1989 - to keep members of Council informed of the study's progress.

The two interim reports were accompanied by a formal presentation by the consultant on the study's findings on both occasions.

Phase I of this Strategy Plan is now complete and the Consultant's executive summary and final reports are hereby submitted to Operations and Works Committee.

The purpose of this report is to present an overview of the study, to obtain City Council's endorsement of the transit service strategy, and to obtain the necessary authorization to proceed with the implementation of various components of the Strategy Plan.

COMMENTS:

1. An Overview of the Ten-Year Transit Service Strategy Study

1.1 Major Transit/Transportation Issues facing Mississauga

Early in the study the following emerged as major issues to be addressed in developing the transit service strategy:

161

COMMENTS: (Continued)

- Expansion of the existing bus system into a City-wide bus grid network
- Staging and timing of the Mississauga busway, including interim express bus service between the City Centre and Metro
- Mississauga's position on improvements to GO Rail and other rapid transit improvements in the GTA
- Positions on transit related policies including:
 - fare integration and service coordination
 - bus priority measures
 - appropriate locations for 'gateways' in Mississauga
- The integration of transit and road improvements.

1.2 Transit Goals and Targets

Also at an early stage in the study several planning and development goals, service goals and performance targets were developed to provide a framework for developing the transit service strategy.

These goals and targets which are described in detail in the consultants report were based on the following principles:

- the transit system must support the City's land use objectives
- Basic levels of service must be provided throughout the City
- Transit service levels must be increased to improve the overall efficiency of the transportation system, without unduly burdening the local taxpayers.

1(d)

COMMENTS: (Continued)

1.3 Travel Demand Analysis

In order to identify existing and future transit markets travel demand analysis was undertaken using travel information from the 1986 Transportation Tomorrow Survey (TTS) and current population and employment projections for Mississauga and the larger GTA for the year 2001.

Extensive documentation of this analysis is provided in Chapter 2 of the consultant's report. Some of the more salient findings are listed below:

- Transit captures only 8% of trips originating and remaining in the City during the a.m. peak hour.
- In the a.m. peak hour about 29% of the trips eastbound from Mississauga to Metro Toronto use transit while from Metro to Mississauga only 7% use transit.
- About 16% of a.m. peak hour trips originating in Mississauga destined to the City Centre use transit compared to 7% for other Mississauga destinations
- About 15000 a.m. peaks hour Mississauga based transit trips (either or both of the trip origin and/or destination are in Mississauga) are made. Of these roughly 7200 used Mississauga Transit, 7100 used GO Rail and other bus services (GO bus, TTC, Brampton Transit) carried about 600.
- Mississauga based transit trips during the a.m. peak hour can be expected to increase from 15000 in 1986 to about 28000 in 2001 if 'target' market shares greater than existing (an average about 30%) can be achieved.

2. Bus Network and Auto Traffic Screenline Analysis

A grid bus network concept was identified during the course of the study as being a basic requirement to support Mississauga's continuing rapid growth.

It was estimated that the future grid bus network would require an estimated 361 peak buses. Including spares results in a total fleet requirement 2001 of 426 buses or 181 additional buses relative to the 1988 fleet.

1127

COMMENTS: (Continued)

It was estimated that with the basic grid bus network in place transit ridership per capita would increase from 43 rides per year in 1988 to about 65 rides per year by 2001.

Even with the basic grid bus network in place and a higher modal split road congestion levels would continue to rise in critical corridors (particularly at the Credit River and the southerly portion of the Mississauga Metro Toronto boundary).

As such the transit strategy would need to include other components.

3. Additional Transit Strategy Options

The following additional transit strategy options were evaluated:

- the Mississauga busway
- reserved bus lanes
- improved GO Rail service
- GO Rail feeder bus services
- extension of the Bloor subway
- improved service coordination and fare integration
- City Centre gateway and transit facilities
- other multimodal gateway facilities

The evaluation of the additional transit strategy options involved extensive discussions among Technical Coordinating Committee members over several meetings in an attempt to arrive at a consensus.

The transit service strategy that emerged from these discussions goes a long way to addressing the concerns of the various agencies represented and should provide a sound basis for future decisions regarding transit in the City of Mississauga.

4. Ten-Year Transit Service Strategy Plan

A copy of the complete Ten-Year Transit Service Strategy Plan final report by the IBI Group accompanies this report. The major components of the Transit Strategy are listed below:

- Complete the basic grid bus route network
- Begin staged implementation of the Mississauga busway as follows:

... 7

1(f)

COMMENTS: (Continued)

East of the City Centre

Stage 1 - Operate express bus service between the City Centre and Kipling Station.

Stage 2 - Introduce reserved bus lanes on Dundas Street, east of Dixie Road to expedite express bus service and other bus services in the Dundas Street corridor

Stage 3 - Introduce additional express bus service along Highway 403, Eglinton Avenue (in reserved bus lanes) to the Renforth gateway and points east and initially along Highway 427 to the Bloor Subway. In addition operate express bus service via Hwy. 403 and Hwy. 410 to the northeast industrial areas.

Stage 4 - Begin staged construction of a grade-separated busway along the Parkway Belt to the Metro boundary.

West of the City Centre

Stage 1 - Operate express bus service from Meadowvale Town Centre and Erin Mills Town Centre to the City Centre via Highway 403 in mixed traffic.

Stage 2 - Re-route express bus service via Eglinton Avenue in reserved bus lanes.

Stage 3 - Introduce additional express bus service via reconstructed shoulders of Highway 403.

Stage 4 - Begin staged construction of a grade-separated busway along the Highway 403 corridor.

Complete plans and begin construction of the City Centre Bus Terminal as soon as possible.

Develop a major bus terminal in conjunction with the developing Erin Mills Town Centre.

1162

Chairman and Members of the
Operations and Works Committee

- 8 -

April 10, 1989

COMMENTS: (Continued)

Review transportation gateway locations within the City and proceed with the planning and design of the Renforth-Eglinton Gateway.

Request the Province to proceed with early implementation of full service on the Milton GO Rail line.

Introduce an express shuttle bus service between the City Centre and the Cooksville area, with a connection at the Cooksville GO Rail Station in conjunction with the full GO Rail service.

Pursue improved service coordination and possible fare integration between Mississauga and the transit systems in the surrounding municipalities including GO.

Pursue improved fare integration and service coordination between Mississauga Transit and GO Transit, linking efficiently the grid route network with all GO Rail Stations and initiating a demonstration project for special peak period bus service to the Clarkson GO Station.

Investigate further the desirability and feasibility of developing Hurontario Street as a Transit Corridor.

Amend the Official Plan to incorporate the appropriate major elements of the Transit Strategy.

5. Implementation

Several actions will be required over the next few years in order to begin the full implementation of the Transit Service Strategy.

Firstly, City Council's should endorse the major components of the Transit Service Strategy.

Once Council has given its endorsement, staff will meet with staff at the Ministry of Transportation to determine which components of the Transit Service Strategy may be eligible for additional provincial subsidies in 1989.

With that additional information staff would then report back to Council on an implementation plan for 1989 indicating what additional resources are required and what the financial impacts would be on the City's Capital Budget.

... 9

1(h)

COMMENTS: (Continued)

In addition, a number of elements of the Transit Strategy should be further pursued during Phase 2 of the study. The following aspects should be addressed.

- Busway planning study
- Planning and design of express bus service on the Highway 403 shoulder
- Transportation gateway review and Renforth-Eglinton Gateway planning and design study
- Mississauga/TTC improved service coordination and fare integration
- Mississauga GO Transit improved fare integration and service coordination
- Hurontario Street transit corridor planning review

CONCLUSIONS

Phase 1 of the Ten-Year Transit Service Strategy Plan Study is now complete. Subject to City council's approval of the strategy as contained in the accompanying report by the IBI Group staff will approach the Ministry of Transportation to determine which components of the Transit Strategy may be eligible for additional subsidies in 1989.

With that additional information staff will report back to Council with an implementation plan for 1989 for Council's approval, indicating what additional resources are required and the financial implications on the City's Capital Budget.

A number of elements of the Transit Strategy should be further pursued in Phase 2 of the study.

RECOMMENDATIONS:

1. That the Mississauga Ten-Year Transit Service Strategy Study as outlined in the report by the IBI Group, dated April 1989, be endorsed.
2. That staff be directed to approach the Ministry of Transportation to determine which items in the Mississauga Ten-Year Transit Service Strategy Plan may be eligible for additional grants and subsidies in 1989-90.

241

COMMENTS: (Continued)

Such a plan should be prepared annually and be considered by Council prior to budget approval. The plan could include the following:

- growth projections
- outside agencies plans
- transportation trends
- transportation implications
- road and transit market shares
- road and transit needs
- funding

6. Funding

To accommodate City growth significant amounts of money will need to be spent by the City, the Region, the Province and developers to expand and upgrade transportation facilities and services within the City.

While the City has been allocating an increasing amount of its resources through the Capital Budget to improving its transportation system, some other agencies have not.

This is particularly true of the Province of Ontario, which has fallen behind in its Provincial Highway Program. Provincial subsidizes for municipal transportation programs have also been falling behind the needs of municipalities, particularly within the rapidly growing GTA.

In addition to continuing to lobby the Province to increase its transportation programs, the City may have to explore innovative ways of generating the necessary funds for the much needed transportation improvements.

Some possibilities are listed below:

1. Developer contributions to expedite provincial highway improvements.
2. Transit levies for Industrial and Commercial Development

2(9)

COMMENTS: (Continued)

7. External Environment

There are a number of important factors which impinge upon the City's ability to achieve its transportation goals and objectives, including:

- 1) There are a large number of actors included in the planning, design, funding and implementation of transportation facilities and services, including various agencies at four levels of government as well as the development industry. Each agency has its own goals and priorities.
- 2) Mississauga is an integral part of the rapidly growing Greater Toronto Area with its approximate 4.2 million residents. Traffic on Mississauga's transportation system is impacted by the high volume of inter-regional and inter-municipal travel which is prevalent in the GTA. Land development patterns throughout the GTA affect travel in and through the City of Mississauga.
- 3) There are many demographic changes occurring throughout the GTA, related to trip-making, which impact on traffic volumes and patterns within and passing through the City of Mississauga.

8. Corporate Management

The City of Mississauga has been implementing a new Corporate Management System, which is based on the following three major components:

- Strategic Management Process
- Performance Management Process
- Culture Management Process

One result of this new management system is the reorganization of transportation functions within the Corporation.

2(h)

COMMENTS: (Continued)

A Traffic and Transportation Division has been created in the Public Works Department. This new Division includes a Transportation Planning Section which has been vested with the responsibility of coordinating long range transportation planning efforts within the City, including both roads and transit systems.

A number of transportation planning efforts have been carried out recently by the Division:

a) The Northwest Mississauga Roads Review (1988)

This involved reviewing road improvements required in the rapidly growing northwest portion of the City. The report recommended a number of changes to the City's, Region's and Province's road Construction Programs. Recommendations regarding phasing of development in Central Erin Mills were also included.

b) Ten-Year Transit Service Strategy Study

The first phase of this study is now complete and will form the basis for decisions guiding the development of the City's planning and programming for transit over the next ten year period.

c) Transportation Planning Studies

A number of transportation/land use studies have been initiated over the last year including

- * Hurontario/Derry Study
- * Cooksville Redevelopment Study
- * Dixie/Hwy. 401 Study
- * Mississauga City Centre Busway and Terminal Study

CONCLUSION:

The existing approach to transportation planning for development is fundamentally sound. The existing practice is responsive to changing conditions and is flexible to ensure greatest benefit to the City.

Nevertheless, the existing practice can be improved. Firstly, development/transportation staging studies should be carried out for a number of planning districts where significant amounts of growth are still scheduled to occur.

261

Chairman and Members of the
Operations and Works Committee

- 10 -

April 10, 1989

CONCLUSION:

Secondly, Transportation Impact Statements should be prepared for all major development proposals and for requests for development densities greater than those permitted in approved Secondary Plans.

Finally, Ten-Year Transportation Strategy Plans should be prepared annually for consideration by Council prior to budget approval.

RECOMMENDATIONS:

1. That development/transportation staging studies be initiated for the following planning district areas:
 - Hurontario
 - East Credit
 - Central Erin Mills
 - Lsgar
 - Winston Churchill
 - Meadowvale Village
 - Derry
 - Airport South
 - Britannia West
 - Meadowvale North Business Park
2. That development applications in the above noted areas which are in conformity with the currently approved secondary plans continue to be processed.
3. That development applications in the above noted areas for densities higher than those permitted in the currently approved secondary plans not be approved until the staging studies are completed and endorsed by Council.
4. That the timing of road and transit improvements necessary to accommodate currently planned development in the Mississauga City Centre be investigated.
5. That Transportation Impact Statements specifying necessary road and transit improvements and their cost implications be prepared and submitted to Council for all major development plans and applications for densities higher than those permitted in currently approved secondary plans and that staff report back to the Operations and Works Committee regarding the format and implementation aspects of the preparation of Transportation Impact Statements.

Chairman and Members of the
Operations and Works Committee

- 11 -

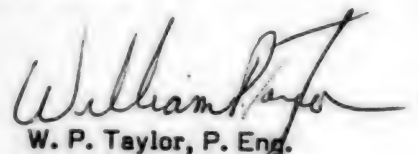
April 10, 1989

241

RECOMMENDATIONS: (Continued)

6. That Ten-Year Transportation Strategy Plans be prepared annually and submitted to Council for consideration prior to budget approval.
7. That staff report back to the Operations and Works Committee on the matter of the development industry assisting in expediting MTO projects.

RS/edm
0812E/214E


W. P. Taylor, P. Eng.
Commissioner
Public Works Department



Received by
Clerk's Dept.

Clerk's Files *F.O.S. 04.05(A)*

OPERATIONS/WORKS **APR 29 1989**

Originator's
Files

DATE: March 21, 1989
TO: OPERATION AND WORKS COMMITTEE
FROM: W. P. TAYLOR, P. ENG. - COMMISSIONER OF PUBLIC WORKS
SUBJECT: COMPOSTING DEMONSTRATION PROJECT

ORIGIN: Public Works Department

COMMENTS: The Public Works Department proposes that the following procedures be tried during the test composting project that was recommended to Operations and Works Committee for the period June 1, 1989 to May 31, 1990.

In House Containers

Each household will be given a cupboard unit and a years supply of liner bags for their unit. Delivery of this unit and a monthly delivery of bags will be done by City staff initially, and each month thereafter.

The cupboard units and liner bags will be supplied by the First Brands (Canada) Corporation on the following basis. (First Brands is better known as the "Glad Bag" company.)

- 1) 400 cupboard units will be supplied by First Brands at no cost to the City.
- 2) 800 cupboard units will be purchased by the City.
- 3) Liner bags (2 or 3 per week as required) will be supplied by First Brands at no cost to the City.

continued...../

April 5, 1989

-2-

3(a)

Outdoor Containers

Public Works Department proposes to divide the demonstration area into three sections of 400 homes each, and issue the following equipment.

- 1) 400 homes with 17 gallon Rubbermaid containers, purchased and distributed by the City.
- 2) 400 homes with 10 gallon Rubbermaid containers, purchased and distributed by the City.
- 3) 400 homes with 26" X 24" clear plastic bags issued by First Brands at no cost to the City, but distributed by City staff, on a monthly basis (4 per household/month).

In addition all homes will be supplied with large clear garden bags at the rate of one per week with extra bags in the spring and fall for yard clean up. These will be purchased and distributed monthly by City staff.

First Brands will supply the City with the first 6,000 garden bags at no cost to the City.

First Brands will survey the residents to determine their opinion of the use of the cupboard units and garden bags as part of a marketing study that they will be undertaking in the City of Mississauga.

Furthermore, First Brands has offered to buy back the used bags in dry baled form at 5c per pound. City staff is currently investigating acquiring a bag slicer to remove and recover the plastic bags from the compost material.

CONCLUSION:

First Brands (Canada) Corporation are assisting the City of Mississauga with the cost of the Composting Demonstration Project by supplying a limited number of cupboard units and clear plastic bags at no cost to the City.

At the same time they will benefit from the project by conducting a marketing analysis of their products and monitoring comments received from the residents.

continued...../

3(h)

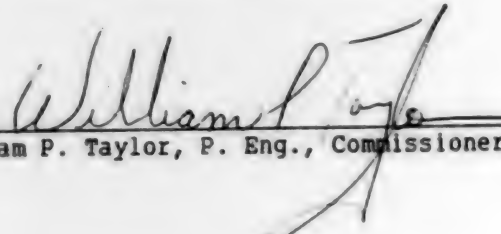
Operations and Works Committee

April 5, 1989

-3-

RECOMMENDATION:

- 1) That the Public Works Department be authorized to make arrangements with First Brands (Canada) Corporation for the acquisition of 1200⁺ cupboard units, liner bags, 26" X 24" clear plastic bags and large clear plastic garden bags in sufficient quantities to carry out the demonstration composting project.
- 2) That the Public Works Department purchase the necessary curbside containers manufactured by the Rubbermaid Company following the usual City purchasing practices, and as outlined in the report of Commissioner dated April 5, 1989.


William P. Taylor, P. Eng., Commissioner of Public Works

89/73-75



Corporate Report

Received by
Clerk's Dept.

APR 12 1989

Clerk's Files

K.0301

OPERATIONS/WORKS APR 29 1989

Originator's
Files

11 141 00045
11 161 00011

DATE: March 30, 1989

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: 1989 Slurry Seal and Crack Sealing Programs

ORIGIN: 1989 Current Budget

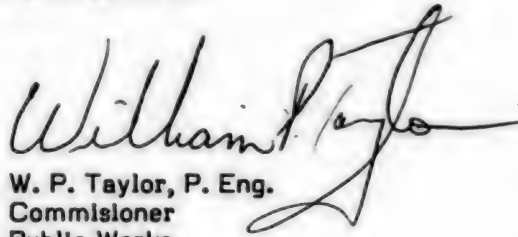
BACKGROUND: During the 1989 Current Budget review, Council requested that the Public Works Department provide a list of the roads being recommended for slurry seal and crack sealing treatment in 1989.

COMMENTS: Exhibit A attached lists the roads recommended for slurry seal treatment in the 1989 program. These roads are classified by district and are shown by location on the appended maps. This program is based on the approved 1989 slurry seal budget of \$149,600. Exhibit B lists the proposed roads on which crack sealing will be undertaken in 1989. The program is based on the approved 1989 crack sealing budget of \$97,700.

Both the slurry seal and crack sealing programs are carried out using contracted services and may require minor adjustments to stay within budget limitations once the actual tender prices are received.

CONCLUSION: For 1989, \$149,600 has been allocated in the Public Works Current Budget for slurry seal of the roads identified in Exhibit A. An amount of \$97,700 has been allocated for crack sealing work along the roads identified in Exhibit B.

RECOMMENDATION: That the report of the Commissioner of Public Works dated March 30, 1989, outlining the proposed 1989 slurry seal and crack sealing programs, be approved.


W. P. Taylor, P. Eng.
Commissioner
Public Works

WB/mt
0817E/68

H(a)

EXHIBIT A

1989 SLURRY SEAL PROGRAM

SOUTHERN DISTRICT

St. Mary's Avenue
St. James Avenue
Fergus Avenue
Northaven Drive
Lochlin Trail
Elaine Trail
Killaleigh Road
Willa Road
Broadmoor Avenue
Niar Avenue
Pinewood Trail
Radley Road
Mineola Gardens
Angelene Street

CENTRAL DISTRICT

Queenston Drive
Orion Crescent
Monaghan Circle
Ashcroft Cres.
Chalice Cres.
Credit Heights
Flynn Cres.
Enniskillan Circle
Rooney Gate
Killkee Gate
Flanagan Cres.
O'Hagan Drive
Ballydown Cres.

NORTHERN DISTRICT

Creditview Road - Highway 401
to Derry Road



Exhibit A
(Cont'd)

H(h)

Z-45-W

Z-44-W

Z-38-E
Northern District

Z-45-E

4(c)



RANGE 2 N.D.S.

RANGE / N.D.S.

Central District

Z-25

Z-24

LA(d)

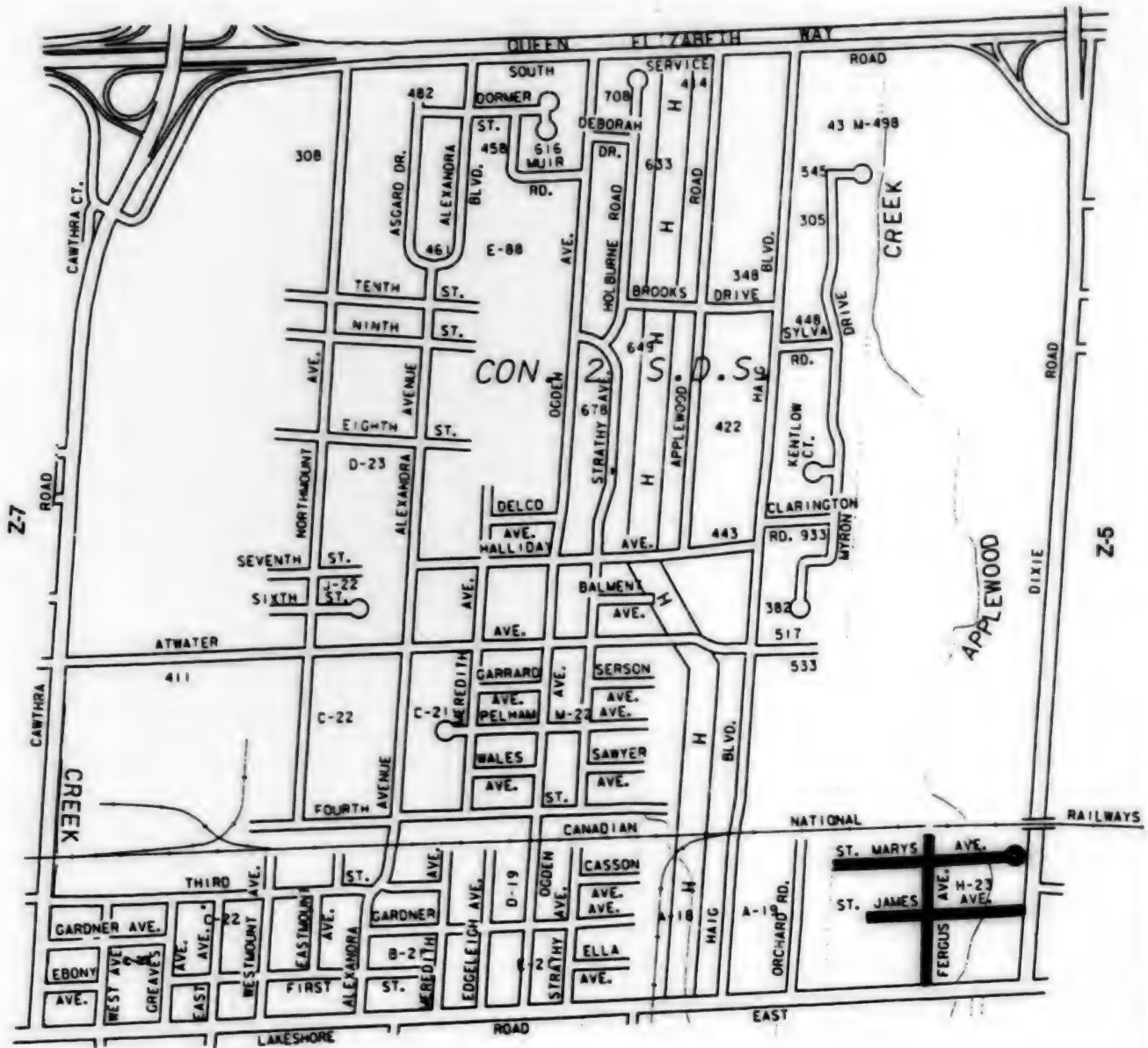


Z-31

H(2)

Z-13

Exhibit A
(Cont'd)



Southern District

Z-1

Z-6

Exhibit A
(Cont'd)



Southern District

Z-7

H(a)

EXHIBIT B

1989 CRACK SEALING PROGRAM

SOUTHERN DISTRICT

Nautalex Court
Flamina Court
Halyard Court
Orr Road
Pattison Cres.
Vanessa Cres.
Shadowa Road
Kowal Drive
Gallant Drive
Saginaw Cres.
Mirada Place
Shawnmarr Road

Malibou Terrance
Rattary Park
Captain Court
Matena Avenue
Wateska Boulevard
Sequin Cres.
Shenandoah Drive
Chippenham Drive
Wooden
Cayente Place
Fair Birch Drive

CENTRAL DISTRICT

Dundas Street - Dixie
Road to Etobicoke Creek

Mississauga Valley Boulevard -
Elm Drive to Daralea Height

Confederation Parkway
Dundas to C.P. Underpass

Hurontario Street - Eglinton Avenue
to Britannia Road

Hurontario Street - Britannia Road
to Courtneypark Drive

Hurontario Street - Derry Road to
North City Limits

4(h)

NORTHERN DISTRICT

Kamato Drive
Aerowood Drive - Ambler Drive
to Kamato Drive
Matheson Blvd. - Almco Blvd.
to Dixie Road
Sismet Road
Jayson Court
Ronsa Court
Creebank Road
Slough Street
Bath Road
Thamesgate Drive
Rena Road
Bradco Boulevard
Drew Road - West of Torbram Road



Received by
Clerk's Dept. APR 12 1989

Clerk's Files M-0878

OPERATIONS/WORKS APR 29 1989

Originator's
Files II 141 00045
T-87041
43M-878

DATE: April 6, 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P. Eng., Public Works Department.
SUBJECT: Exemption from Major Road Improvement Levy to be granted to First City Development Corporation Limited for their residential subdivisions T-87041 and Registered Plan 43M-878 located west of Tenth Line West and north of Britannia Road West (See attached sketch).

ORIGIN: Public Works Department

COMMENTS: Based on the Standard Financial Agreement, First City Development Corporation will be responsible to pay the following Major Road Improvement Levy for the residential plan of subdivision, Plan T-87041, located west of 10th Line West and north of Britannia Road West:

a) T-87041 Phase I

14.697 hectares @ \$28,679.62 per hectare = \$421,504.37

b) T-87041 Phase II

2.523 hectares @ \$28,679.62 per hectare = \$ 72,358.68

TOTAL: \$493,863.05

As part of the Servicing Agreement for Plan T-87041 Phase I, the developer is undertaking the following works:

- a) Construction of a portion of Trelawny Circle within Plan M-617 to a four lane curb and gutter cross-section including underground services.

5(a)

- b) Construction of Doug Leavens Boulevard from Trelawny Circle westerly to the west limit of the subdivision to a four lane curb and gutter cross-section with underground services.
- c) Provision of a cash contribution to the City of Mississauga for the watercourse crossing at Doug Leavens Boulevard in the amount of \$190,400.50.

The estimated total value of the works and cash contribution is \$1,404,076.00.

Both Trelawny Circle and Doug Leavens Boulevard were considered in the calculations for the Major Road Improvement Levy. Based on standard procedure of crediting the developer for 80% of the cost for four lane curb and gutter roads with roadway storm sewers, a credit of \$1,123,260.80 (80% of \$1,404,076.00) is available to First City Development Corporation Limited for their Plan T-87041.

Since the total Major Road Improvement Levy of \$493,863.05 payable for T-87041 Phases I and II is significantly less than the value of the works, Council should consider waiving this Levy for Plan T-87041.

Based on the proposed levy credit for Plan T-87041 there remains a residual levy credit available to First City Development Corporation Limited in the amount of \$629,397.80 (\$1,123,260.80 less \$493,863.05).

When the First City Development Corporation Limited finalized the Plan for T-86048 Phase II (now Plan 43M-878) it was anticipated that a shortfall of Major Road Improvement Levy funds would occur for the construction of Trelawny Circle to be carried out under Plan T-87041 (Phase I). The City accepted a payment of the 43M-878 Levy in the form of a letter of credit in the amount of \$480,855.87. As the residual Major Road Improvement Levy credit is in excess of the Levy payable for 43M-878 it is recommended that the Major Road Improvement Levy be waived for Plan T-86048 Phase II (43M-878) and that the letter of credit be returned to the developer.

April 6, 1989

CONCLUSION:

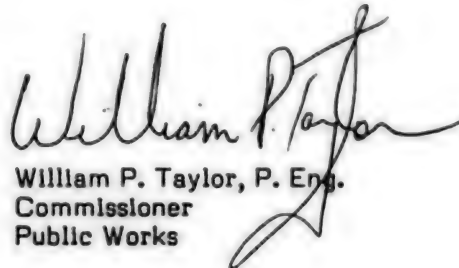
The construction of Trelawny Circle and Doug Leavens Boulevard is being carried out by the developer, First City Development Corporation, totally at the developer's cost, including the cash contribution for the watercourse crossing. Since both roads were included in the Major Road Improvement Levy calculations, the developer should receive full credit from the Major Road Improvement Levies payable for Plans T-87041 and 43M-878 as the credit equal to 80% of his costs (\$1,123,260.80) exceeds the Major Road Improvement Levies payable for Plan T-87041 and Plan 43M-878 (\$974,718.92).


The letter of credit deposited by the developer in the amount of \$480,855.87 being the Major Road Improvement Levy payable for Plan 43M-878 should be returned to First City Development Corporation Limited.

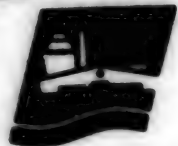
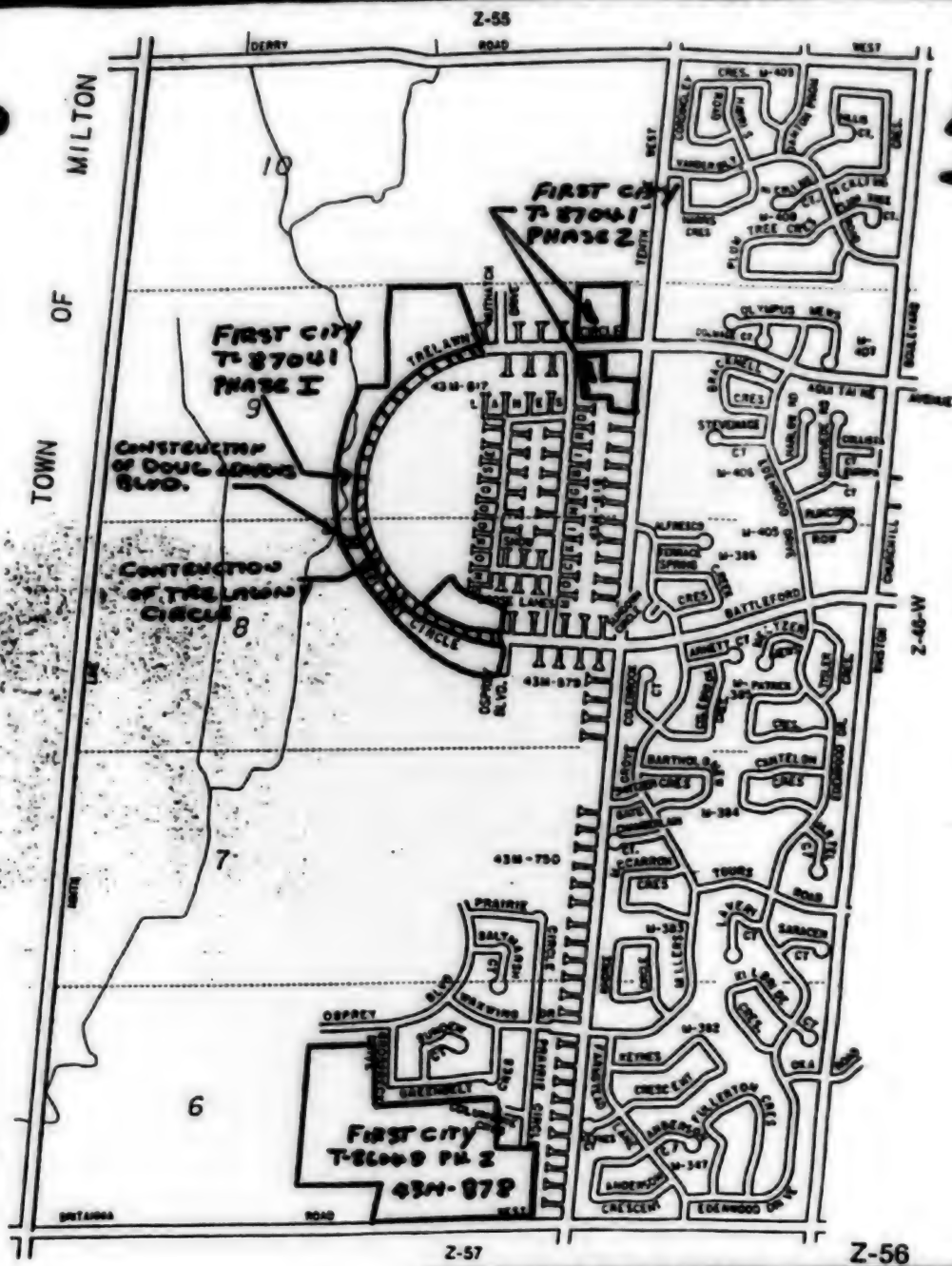
RECOMMENDATION:

That the following be applicable in regard to the Major Road Improvement Levies payable for Plan T-87041 Phase I and II, and Registered Plan 43M-878:

- a) The Financial Agreement for the First City Development Corporation Limited, Plan T-87041 Phase I and II indicate that no Major Road Improvement Levies are payable to the City for this development.
- b) The Major Road Improvement Levies for the First City Development Corporation Limited Registered Plan 43M-878 be waived.
- c) The Letter of Credit in the amount of \$480,855.87 being the deposit made by the developer of Registered Plan 43M-878 as payment for the Major Road Improvement Levy be returned to First City Development Corporation.


William P. Taylor, P. Eng.
Commissioner
Public Works


BPT:ndc
0942E/0259E



MISSISSAUGA
Public Works Department

**FIRST CITY DEVELOPMENT
PLANS T-87041 AND M-878
MAJOR ROAD IMPROVEMENT LEVY
EXEMPTIONS**

FILE No.



Corporate Report

Received by Clerk's Dept. **APR 12 1989**

Clerk's Files **M-0759**

OPERATIONS/WORKS **APR 29 1989**

Originator's Files **M-759**
11 141 89045

DATE: April 5, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department.

SUBJECT: Waiving of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement with respect to Lot 27, Plan 43M-759, Creditview Estate Homes Limited - Rivergrove Subdivision Phase IV, located south of Britannia Road West and west of Creditview Road (sketch attached).

ORIGIN: Request from Laurier Homes, on behalf of Creditview Estate Homes Limited, the developer of Rivergrove Subdivision Phase IV, located south of Britannia Road West and west of Creditview Road.

COMMENTS: Under the terms of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement, the developer, Creditview Estate Homes Limited (1 Saleshurst Road, Suite 300, North York, Ontario M2J 5B2) agreed that a minimum setback of 15.0 m for all buildings and structures, and a minimum setback of 30.0 m for principal structures was to be maintained from the approved top-of-bank of the Credit River for Lots 26 to 40 and 103 to 105 and Block 150 located adjacent to the Credit River.

The single family dwelling proposed for Lot 27 has been designed to provide a setback of 13.2 m from the greenbelt zone. The developer has stated that due to the irregular configuration of the line of the greenbelt zone, the projection of a sunroom/master bedroom sitting area encroaches into the required setback by approximately 1.8 m. The main dwelling complies in all respects with the Zoning By-law requirements. X

The Committee of Adjustment has reviewed this request and has granted a variance in setback as requested subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

...../cont'd

April 5, 1989

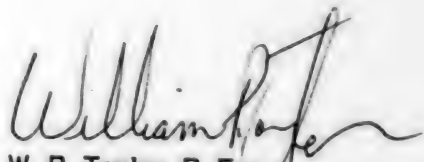
6(a)


CONCLUSION:

The Committee of Adjustment have reviewed the request and found that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained. The Committee was of the opinion that the variance in setback to the greenbelt zone is minor in nature in this instance.

RECOMMENDATIONS:

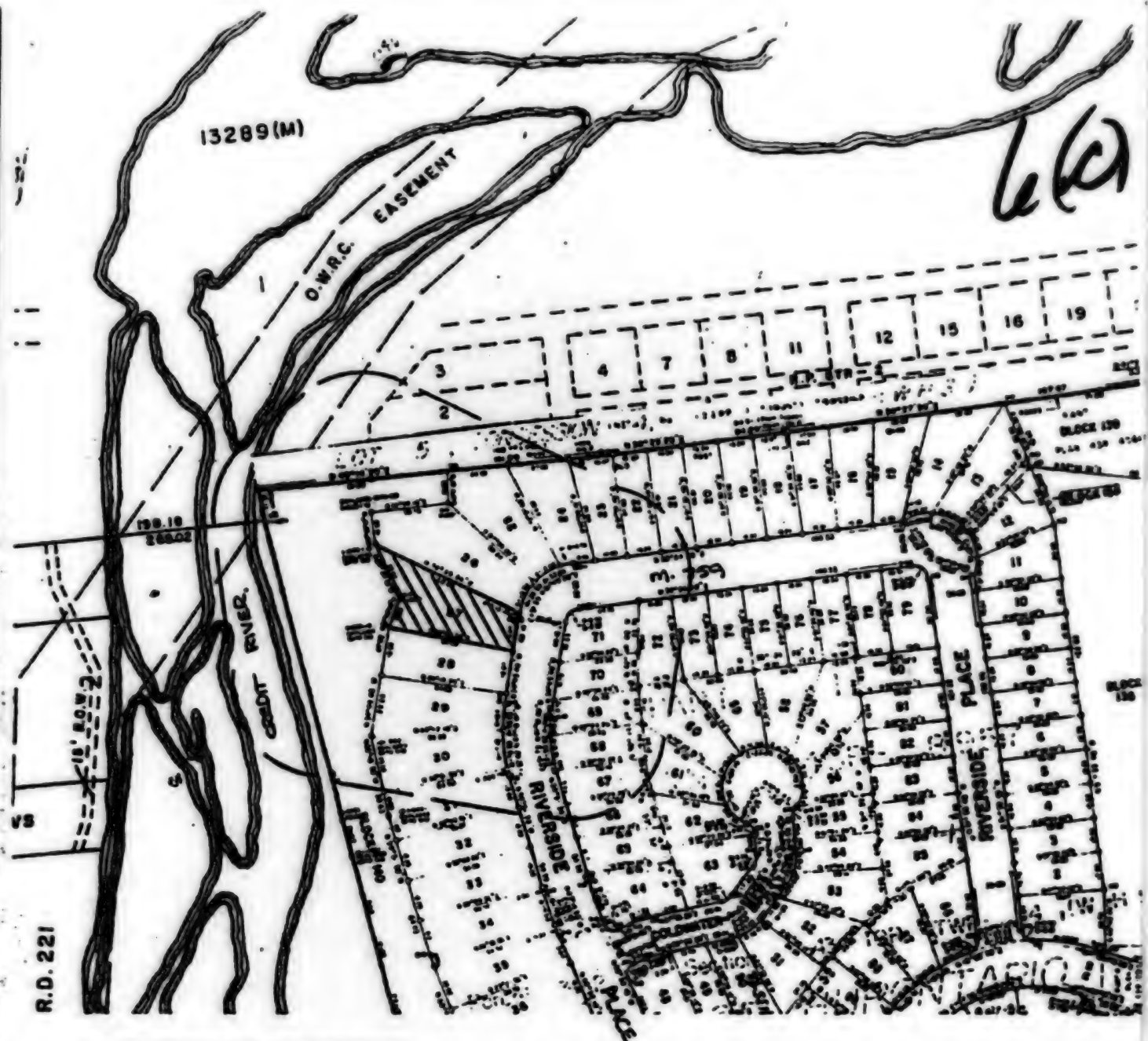
That Building Department Condition 5 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited - Rivergrove Subdivision Phase IV, Plan 43M-759, located south of Britannia Road West and west of Creditview Road, be waived with respect to Lot 27, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

 AWM/ap
0959E/223E

Enclosure





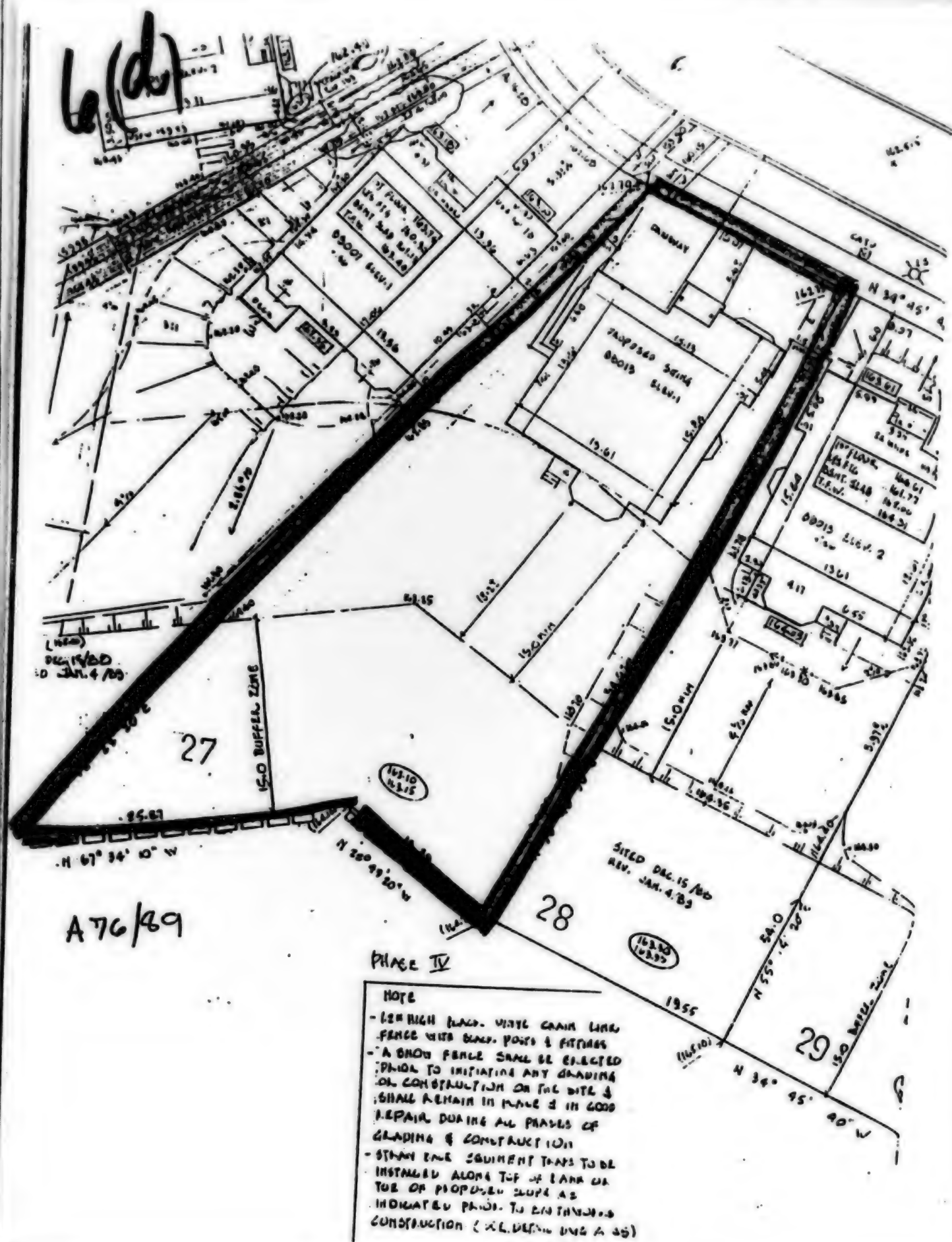
COMMITTEE OF ADJUSTMENT

ASSESSED OWNER CREDITVIEW ESTATE HOMES LTD.
 APPLICANT/OWNER (2008) TEL. NO. _____
 MAILING ADDRESS 1 DUNDAS ST. W. 2ND FLOOR NORTH YORK, ONTARIO
 AGENT (If Any) CHARLES WALLACE TEL. NO. 630-5092
 MAILING ADDRESS 3013 CRESSWOOD DRIVE DOWNSVIEW, ONTARIO
 IN ACCORDANCE WITH SECTION 44 (1)(2) OR (3) OF THE PLANNING ACT 1983 OF ONTARIO AN APPLICATION FOR MINOR VARIANCE ☒ OR PERMISSION ☐

REAR YARD SETBACK

LOCATION OF LANDS <u>5823 RIVERSIDE PLACE</u>	WARD <u>9</u>	ASSESSMENT ROLL NO <u>120 005 306</u>
LEGAL DESCRIPTION _____	MUNICIPAL SERVICES _____	ZONE DESIGNATION <u>R2</u>
LOT <u>27</u>	WATER YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ZONING BY-LAW <u>5500</u>
REG. PLAN <u>M. 729</u>	SANITARY SEWERS YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	SECTION (If Any) <u>1357</u>
CONC./RANGE _____	WIDTH OF STREET <u>20.0 m</u>	"B" MAP <u>37</u> "Z" MAP <u>30W</u>
DIMENSIONS OF LAND		
EXISTING FRONTAGE <u>16.28 m</u>	PROPOSED FRONTAGE <u>N/A</u>	REMAINING FRONTAGE <u>N/A</u>
AREA <u>1660.1 m²</u>	AREA _____	AREA _____

FILE NO. "A" 76/89





Corporate Report

Received by
Clerk's Dept

Clerk's Files

M-627

7

OPERATIONS/WORKS APR 29 1989

Originator's

Files

M-627

11-141-00045

DATE: March 28, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Draw on developer's securities for the general cleanup and grading at Wetherby Lane cul-de-sac and empty lots on April 14, 1988 in the Sound Homes Residential Subdivision, Plan 43M-627, located north of Burnhamthorpe Road East and west of Cawthra Road (sketch attached).

ORIGIN: Servicing Agreement dated June 5, 1985, between 530703 Ontario Inc., c/o Mulock Industrial Developments Limited (225 Bradwick Road, Unit 1, Concord, Ontario L4K 1B1), the City of Mississauga and the Region of Peel.

COMMENTS: In accordance with the Servicing Agreement for the subject development, the developer is required to construct the appropriate municipal works, fencing and lot grading to the satisfaction of the City and the Region of Peel. On April 14, 1988, after unsuccessful attempts by this department to have the developer cleanup an area at the cul-de-sac of Wetherby Lane, this department carried out the required repair works and invoiced the developer for the cost of the repair works. The total amount of the invoice for the required general cleanup and grading at the Wetherby Lane cul-de-sac is \$874.16 and was forwarded to the developer on May 20, 1988, a copy of which is attached. As of this date, the developer has failed to pay the outstanding invoice.

...../cont'd

7/6/89

Chairman and Members of the
Operations and Works Committee

- 2 -

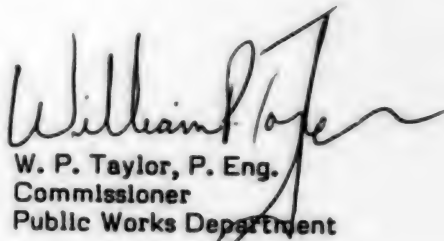
March 28, 1989


CONCLUSION:

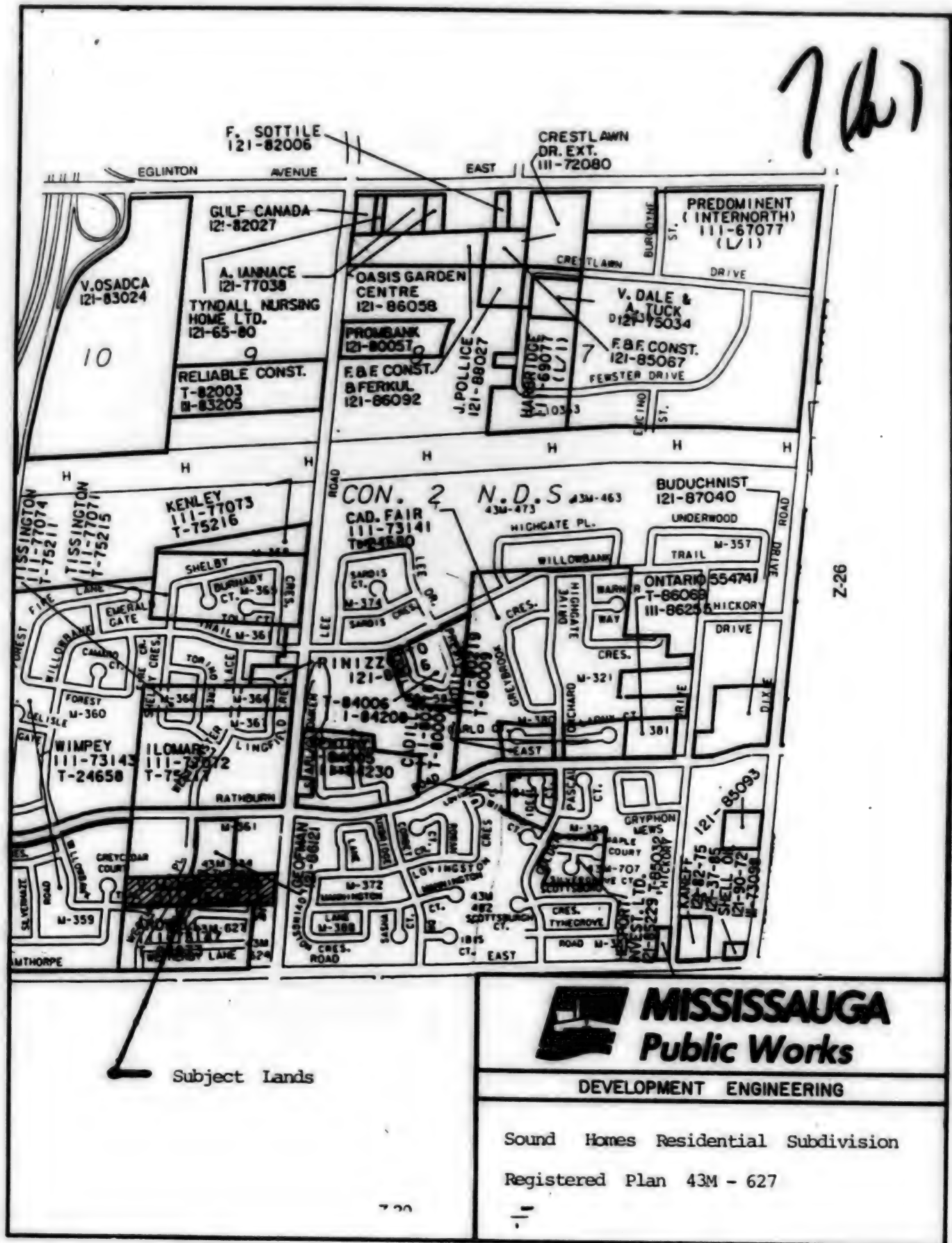
The developer, 530703 Ontario Limited, has been given opportunity to pay the outstanding invoice of \$874.16 for the City's cleanup and grading at the Wetherby Lane cul-de-sac. It is now in order for the City to draw \$874.16 from the developer's Letter of Credit securing the engineering works for Plan M-627 to offset the City's incurred costs.

RECOMMENDATIONS:

That the City Treasurer be authorized to draw \$874.16 from the Letter of Credit securing the engineering works for Plan M-627 (current value \$244,093.74) to defray cost incurred by the City for the general cleanup and grading at the Wetherby Lane cul-de-sac.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

 SA/ap
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Enclosure

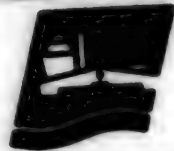
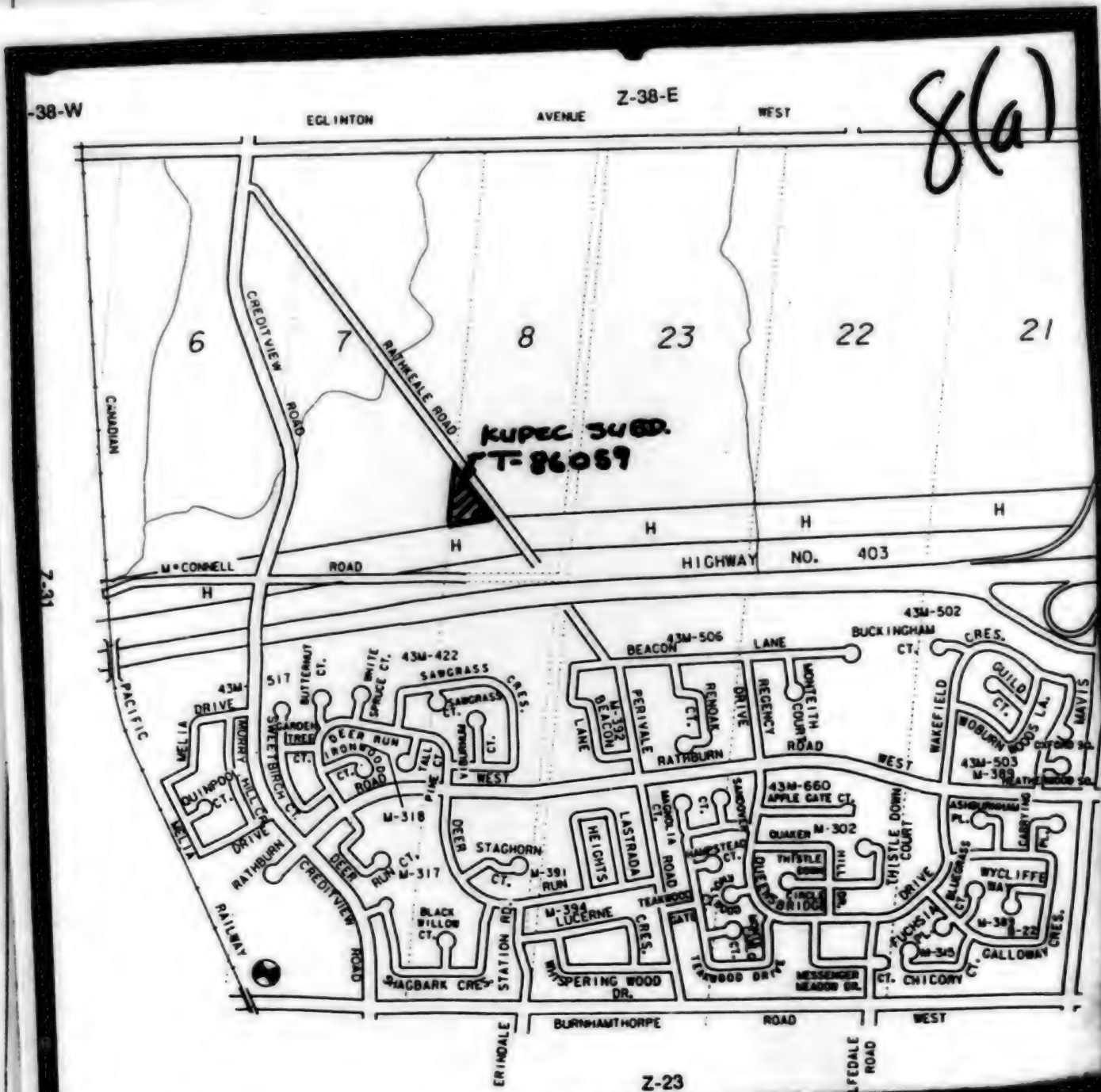


APR 2 1989
OPERATIONS/WORKS

Prepared by: Public Works Department
Date: March 23, 1989.

The following submissions were reviewed by the Region of Peel Street Names Committee on March 8, 1988. The street name contained in the recommendation column was approved; the other names were refused because of confusion with similar street names or spelling and pronunciation difficulties.

NWP	APPLICANT	PROPOSED STREET NAMES	RECOMMENDATION
1.	Ted Chlebowski & Associates 2475 Jarvis Street Mississauga, Ontario L5C 2P7	Jennica Kupec Norenko	That the name "Norenko" be approved as a street name for Kupec Properties Subdivision, T-86059, located west of Creditview Road and south of Eglinton Avenue West



MISSISSAUGA
Public Works Department

KUPEC RES. SUBD.
T-86059

MAP #1

FILE No.

Q



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APR 12 1989

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I.10-84009

Originator's
Files

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OPERATIONS/WORKS

APR 29 1989

DATE: April 5, 1989
TO: Chairman and Members of Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works
SUBJECT: Directional Signage for Designated Heritage Buildings

ORIGIN: Recommendation of Operations and Works Committee February 21, 1989, adopted by Council on February 27, 1989: "That Staff prepare a report for the consideration of the Operations and Works Committee in 30 days outlining a policy for permitting directional signage offsite for designated heritage buildings which are converted to commercial uses."

COMMENTS: In considering the request of the Glenora Inn for a number of directional signs on municipal property, Operations and Works Committee felt that this department should review a number of directional signs for all heritage buildings and the use of public property for same.

Staff have reviewed directional signage for heritage buildings which are now used for a commercial basis, such as the Glenora Inn, Elliott House, Barber House, Cherry Hill House, etc., and feel it would be reasonable to allow one directional sign to be located at a location to be agreed to by both the City and the owner. In addition, it was felt that the type, style and decor of the sign to be used should be approved by the Design and Environment Division of the Planning and Building Department and the sign itself would be installed at the expense of the owner by the Public Works Department.

CONCLUSION: The staff committee, in reviewing signing of historic buildings which are now being used for commercial purposes, felt that it would be reasonable for the City to permit one directional sign to be located at a location on public property satisfactory to both the City and the owner.

.....2

9(a)

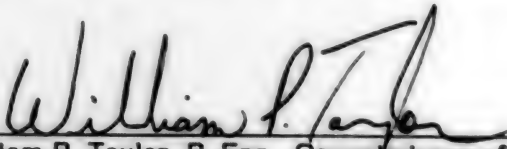
Operations and Works Committee

- 2 -

April 5, 1989

RECOMMENDATION:

That a policy concerning directional signage for heritage buildings used for commercial purposes be approved which would permit one directional sign to be installed on public property by the City at the owner's expense, with the shape, size and decor of the sign to be approved by the Design and Environment Division of the Planning and Building Department, and that the Glenelg Inn be advised of this policy.



William P. Taylor, P. Eng., Commissioner of Public Works

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OPERATIONS/WORKS APR 29 1989

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13 211 00015

DATE: March 17, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: On-Street Parking.

ORIGIN: Report Request No. 351-88. Ms. Vicki Drab, c/o Rentex Displays Inc., 3155 Pepper Mill Court, Unit #2, Mississauga, L5L 4X7.

COMMENTS: Ms. Vicki Drab has requested that the City allow extended on-street parking (more than three hours) on residential roadways to accommodate additional long-term (12 hour) residential and visitor parking. Ms. Drab has received a parking infraction on Palisander Avenue and feels it is not feasible to prohibit extended parking on residential streets.

A policy adopted by Council on May 14, 1984 indicated that extended on-street parking would only be considered in residential areas where less than two on-site parking spaces, including garage, are available with no room for expansion, and allows for extended parking where on-site shortages are identified. This policy helps the movement of emergency vehicles, snow removal equipment and other maintenance vehicles, and facilitates safe and efficient traffic movement by maintaining visibility on residential streets.

Palisander Avenue is composed of single family detached and semi-detached residences with each residence supplying at least two spaces, including garage, of on-site parking. Most residences have already developed additional on-site parking through driveway expansion. It should be noted that Parking Control only enforces the extended parking prohibitions in excess of the 3 hour maximum, when complaints are received from area residents.

Ms. Drab also inquired as to the status of Palisander Avenue as a highway. In this regard, By-law 444-79 and the Highway Traffic Act, by definition, include all roadways, i.e., street, avenue, highway, driveway, square, place, bridge, trestle or any part thereof intended for use by the public for the passage of vehicles under the term 'highway'.

...../2

March 17, 1989.

10(a)

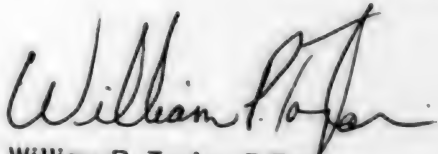
CONCLUSION:

Allowing extended on-street parking on residential roadways would cause City-wide problems in respect to reduced visibility for motorists and pedestrians, emergency vehicles, snow removal equipment and other maintenance vehicles. Based on experience, residents would probably utilize on-street parking for convenience and not because of insufficient on-site parking.

Each residence on Palisander Avenue has a minimum of two on-site parking spaces available.

RECOMMENDATION:

That the existing Council Policy, adopted on May 14, 1984 which states that extended on-street parking only be considered in residential areas where less than two on-site parking spaces are available with no room for expansion, be maintained, and extended on-street parking not be allowed on Palisander Avenue as each residence has the minimum requirement of two on-site parking spaces.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

lsj/dab
0594E

Z-22



TRAFFIC & TRANSPORTATION

STUDY AREA



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OPERATIONS/WORKS

APR 29 1989

DATE: 04 April 1989
TO: CHAIRMAN AND MEMBERS OF OPERATIONS & WORKS COMMITTEE
FROM: Bruce E. Thom, Q.C., City Solicitor
SUBJECT: Quit Claim Deed and Release of Agreement between Lidia Janitis and the Corporation of the City of Mississauga, dealing with side yard set backs at 2394 Hammond Road, Mississauga, Ontario

BACKGROUND:

In the course of an application for Land Division under file 'B' 191/84-M, it was anticipated that these lands would become a corner lot by the construction of a road immediately to the north. However, because the lands did not constitute a corner lot at that time, the Land Division Committee imposed a condition that the Owner enter into an Agreement with the City to the effect that the north-westerly side yard would have a width of 7.5 metres (the required side yard width of a corner lot). The intent of the Agreement was to ensure that, if a dwelling was constructed prior to the construction of the anticipated roadway, it would have a side yard for a corner lot and would comply with the Zoning By-law, once the roadway to the north had been constructed.

COMMENTS:

The roadway was constructed farther to the north than anticipated, with the result that the lands did not become a corner lot as defined within the Zoning By-law. Therefore, the Agreement is no longer necessary and the usual provisions of the Zoning By-law will apply.

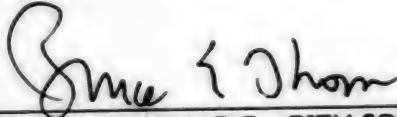
CONCLUSION:

That it is in order to release the Owner of the above mentioned lands from the obligations of the Agreement dated October 4, 1985, with respect to side yard set backs on the above mentioned lands.

RECOMMENDATION:

That a by-law be enacted authorizing the execution of the Quit Claim Deed between the Corporation of the City of Mississauga and Anton and Matija Mary Krpan, with respect to Part Lot 22, Plan 396, being Part 1, Plan 43R-12920, to release Instrument #733143, being an Agreement dated October 4, 1985.

PKB
RKG:ldl


BRUCE E. THOM, Q.C., CITY SOLICITOR

Z-24



Z-17



Corporate Report

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APR 12 1989

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12

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OPERATIONS/WORKS APR 29 1989

DATE: April 19, 1989
TO: Chairman and Members of The Operation and Works Committee
FROM: Ian W. Scott, Commissioner, Recreation and Parks Department
SUBJECT: Refreshment Cycle and Cart Vendors in City Parks

ORIGIN: Recreation and Parks Department

BACKGROUND: Refreshment cycle and cart vendors (hotdogs, popcorn, beverages) have been operating in City parks on an informal basis for a number of years.

During the past year, the Recreation and Parks Department and the Public Works Department have received a significant increase in the number of requests from vendors wishing to sell refreshments in park locations, particularly along the waterfront. A large reason for this influx is the City of Toronto's decision to ban most pushcart vending within its boundaries.

In order to effectively deal with the recent increased demand and treat all refreshment cycle and cart licensees in a fair and equitable manner, a formal policy has been prepared for the Committee's consideration and approval.

COMMENTS:

The Recreation and Parks Department researched the policies and guidelines of eight (8) municipalities in and around the City of Mississauga. The purpose of this investigation was to determine if refreshment cycle and cart vending in City parks should be allowed at all. The results of the research are found in Appendix (1).

The attached Appendix indicates that some of the municipalities are receptive to some sort of mobile refreshment service. However, a number of them prohibit refreshment cycle and cart vending completely.

Given our successful track record with pushcart vending to date and the appeal of providing food services to patrons using City parks, the Recreation and Parks Department supports the admission of refreshment cycle and cart vendors on a controlled, temporary basis.

April 19, 1989

1261

With the 1989 Current Budget approval of the acquisition of a Concessions Supervisor, the Recreation and Parks Department will be aggressively looking at City operated concession locations in all appropriate City parks. These long range plans will be formally presented to the Senior Management Team and Council during 1990 and 1991 budget discussions. In the meantime, refreshment cycle and cart vending is supported on a controlled basis, in all parks where the municipality or its affiliated groups are not providing food services.

Staff of the Recreation and Parks Department have met with representatives of the Public Works Licensing Section and have developed the following policy criteria for refreshment cycle and cart vendors in City parks:

- a) Vendor license application and location requests will be treated on a first come, first serve basis. However, priority will be given to Mississauga residents and those vendors who provided a high level of service the previous year.
- b) All refreshment cycle and cart vendors must have a current City of Mississauga pushcart vendor's license. Licenses are currently issued annually by the Vehicle Licensing Section of the Public Works Department. The application requirements include the provision of a copy of a general liability insurance certificate in the amount of \$100,000 and a picture of the refreshment cycle or food cart.
- c) All refreshment cycle and cart vendors must fill out a Recreation and Parks Department "Refreshment Cycle and Cart Vendor Information Sheet" (Appendix 2) which specifically identifies park locations and which holds vendors to meet the provisions of certain declarations; including the importance of cleaning up refuse associated with their business at all times.
- d) All new vendors must supply proof of their experience and past refreshment cycle and cart vending track record, wherever possible.
- e) No vendor shall be permitted to operate in City park locations where the Corporation or one of its affiliate groups is already providing a concession service.
- f) No vendor shall have exclusive rights in a park location. The decision as to the number of vendors permitted in park locations will be reviewed on a case by case basis by Recreation and Parks and Public Works. Decisions will be based on the size of the park, volume of patronage, location and market conditions.

April 19, 1989

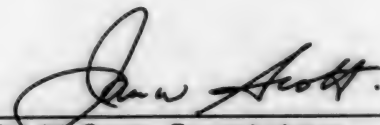
12(h)

CONCLUSION:

The Recreation and Parks Department supports the admission of refreshment cycle and cart vendors in City parks where concession services are not being provided by the Corporation or an affiliated group, as long as strict controls are applied to their operations. The policy outlined in this report will ensure that appropriate controls are in place.

RECOMMENDATION:

That the report dated April 19, 1989 from the Commissioner of Recreation and Parks outlining a formal policy for refreshment cycle and cart vendors in City parks, be approved.



Ian W. Scott, Commissioner,
Recreation and Parks Department

EB/MJN/jc
9502r/690R

Attachments

c.c. D. A. Lychak, City Manager

1267

REFRESHMENT CYCLE AND CART VENDORS SURVEY RESULTS

TORONTO

Vendors providing mobile refreshment service are licensed by metro licensing. The large number of vendors on bicycles and push carts has created a control problem for the City of Toronto. A Street Vending Jury Committee has been established to monitor and control these vendors. The Public Works Department allocates the sites for these vendors. Those vendors not having an approved location from which to sell are removed. These mobile vendors are not permitted in City parks.

The city offers refreshment booths to be tendered out, and in most cases for five year periods.

SCARBOROUGH

The City of Scarborough does not permit mobile vendors in the parks. The Parks and Recreation Department operates its own concessions.

However, the Director of Parks and Recreation does grant permission to non-profit groups and sports leagues to sell refreshments for special occasions only.

NORTH YORK

The City of North York Parks and Recreation strictly prohibits mobile refreshment vendors from entering city parks. Violators of this by-law are removed and charged. The department does provide its own concession booths in limited locations.

ETOBICOKE

The Etobicoke Parks and Recreation Department has no policy prohibiting mobile refreshment vendors in their parks. Many of the parks in Etobicoke have concession booths operated by the Parks and Recreation Department. They indicated that most of the mobile vendors are in parks where there are no concession booths.

To date they have not had a concern with the mobile vendors and presently have no plans to develop a policy.

BRAMPTON

The City of Brampton Parks and Recreation Department strictly prohibits mobile vendors from the park system. Like North York, violators are prosecuted. Brampton Parks and Recreation offers concession booths in a number of its parks.

BURLINGTON

The City of Burlington presently permits mobile vendors in some parks. The reason for allowing these vendors is strictly financial. The Parks and Recreation Department would like to erect stationary concession booths at some of its parks, but lacks the capital funds to do so.

Therefore, the city consents to this type of refreshment service. The mobile vendors are only permitted to operate in city parks that do not presently have concession booths. As well, they have to adhere to the mobile vendors' policy.

12(d)

OAKVILLE

The Town of Oakville tenders out concession rights for vendors in parks where there is a stationary booth. All other vendors, including mobile vendors, apply to the Director of Parks and Recreation, who in turn grants permission and site location, based on service offered and experience.

The vendors are required to pay \$100.00 per calendar year and may only operate at site(s) designated by the Director.

MARKHAM

The Markham Parks and Recreation Department does not have a policy regarding mobile vendors in town parks. Vendors are licensed to provide refreshment services at the major parks during special events or sports tournaments. Markham may possibly be looking into a policy for mobile vendors in the near future.

3097J/654R

**CITY OF MISSISSAUGA
RECREATION AND PARKS DEPARTMENT**

**REFRESHMENT CYCLE AND CART VENDOR
INFORMATION SHEET**

12(e)

NAME: _____ PHONE #: (H) _____
 ADDRESS: _____ (B) _____
 _____ PERMIT #: _____
 _____ EXPIRATION DATE: _____

NAME OF PARK WHERE SERVICES TO BE PROVIDED: _____

HOURS OF OPERATION: _____

TYPE OF REFRESHMENTS TO BE PROVIDED: _____

DECLARATIONS

1. I agree that I will maintain a valid and current City of Mississauga "Refreshment Cycle" License properly displayed at all times when operating in City Parks. I will also adhere to all requirements of the Vehicle Licensing By-Law 436-83, as amended.
2. I agree that I will serve high quality food products which meet or exceed all Provincial Health Guidelines.
3. I agree that I will keep the area surrounding my cart free and clear of refuse, litter and debris and that I will conduct garbage checks and clean up the area at such times as are necessary throughout the day. I will also conduct a garbage check and clean up of the general park area as it pertains to my refreshment cycle or food cart vending operation at the end of each business day.
4. I agree to maintain my refreshment cycle or food cart in a clean and appealing condition at all times.
5. I agree to treat all patrons using the park in a professional and courteous manner at all times.
6. I understand that failure to adhere to the specific declarations stated above can lead to immediate revocation of my privileges in this park and potential loss of my license.

Licensing Section
Representative

Date

Signature of Vendor

Date

Recreation & Parks
Representative

Date

3275J/685R



Corporate Report

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APR 12 1989

Clerk's Files

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APR 29 1989

OPERATIONS/WORKS

Originator's
Files A.00.122

DATE: April 19, 1989
TO: Chairman and Members of The Operations and Works Committee
FROM: Ian W. Scott, Commissioner, Recreation and Parks Department
SUBJECT: Mississauga Noxious Weed Control Program Policy

ORIGIN: Recreation and Parks Department

BACKGROUND: The Recreation and Parks Department is responsible for the control of noxious weeds in the City of Mississauga, in accordance with the Provincial Weed Control Act.

This program involves responding to public concerns, inspecting areas throughout the Municipality to determine if infractions to the Weed Control Act are taking place, invoking measures and procedures for the destruction of noxious weeds and providing assistance to residents who have questions about weed identification.

COMMENTS: Now that we are approaching "Weed Season" once again, a Policy and Procedures document for Noxious Weed Control has been prepared for Recreation and Parks Department staff to identify the objectives and the policies governing the operation and administration of the program. Staff receive between three and four hundred complaints from residents between May and August, on an annual basis.

Prior to disseminating this written information to staff, the policy statement is being brought forward for consideration by the Operation and Works Committee for review and approval.

13(a)

13(a)

Mississauga Noxious Weed Control Program Policy

1. The noxious weed control program will encompass all lands within the boundaries of the City of Mississauga, including municipal, provincial or federal government owned properties and private lands.
2. The procedures followed for the identification of noxious weeds, the notification of violations, the destruction of noxious weeds and the enforcement of appropriate penalty or financial obligations will be in accordance with the Provincial legislative guidelines contained in the Weed Control Act (Appendix A). Some of the main procedures followed by staff to conform to the regulations contained in the Act are as follows;
 - a) On an annual basis, Weed Control Inspectors are appointed by Municipal By-law, thus enabling them to exercise all powers of an Inspector under the Weed Control Act.
 - b) A notification is published in local newspapers in the early spring, advising property owners to destroy all noxious weeds on their properties.
 - c) Every noxious weed complaint is thoroughly investigated by the City's Weed Inspectors.
 - d) If noxious weeds are present, the owner is requested to remove them from their property within ten to twelve days of receipt of written notification.
 - e) If the owner fails to comply to the written order to destroy noxious weeds within the stipulated time, or cannot be found or contacted, a contractor is hired to remove the noxious weeds and the cost is added to the Tax Assessment for the property.
3. Every noxious weed complaint received shall be investigated within five working days and appropriate action taken. In all cases, the complainant will be contacted by a Weed Inspector for the purposes of providing a follow-up course of action report.

April 19, 1989

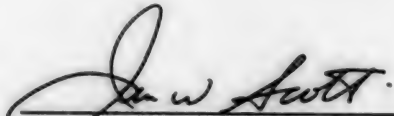
13(h)

CONCLUSION:

The formal adoption of this Policy for Noxious Weed Control in Mississauga will assist staff and administration to effectively operate and monitor the program.

RECOMMENDATION:

That the report dated April 19, 1989 from the Commissioner of Recreation and Parks which formally introduces a Mississauga Noxious Weed Control Program Policy, be approved.



Ian W. Scott, Commissioner,
Recreation and Parks Department

AS:cs
Doc.9415r/0640R

c.c. D. A. Lychak, City Manager

13(c)

Appendix A:

Page 11



Government
of Ontario

Weed Control Act

Revised Statutes of Ontario, 1980
Chapter 530

and

Regulation 944

Revised Regulations of Ontario, 1980
as amended by O. Reg. 254/86

Printed by Gérard J. M. Raymond,
Queen's Printer for Ontario

13(d)
1

CHAPTER 530

Weed Control Act

1. In this Act,

Interpretation

- (a) "area weed inspector" means a person appointed under section 6 to enforce this Act;
- (b) "chief inspector" means the chief inspector appointed under this Act;
- (c) "Director" means the Director appointed under this Act;
- (d) "district weed inspector" means a district weed inspector appointed under this Act;
- (e) "inspector" means an area weed inspector, district weed inspector or municipal weed inspector;
- (f) "Minister" means the Minister of Agriculture and Food;
- (g) "municipal weed inspector" means a person appointed under section 8 to enforce this Act;
- (h) "noxious weed" means a plant that is designated under this Act as a noxious weed;
- (i) "owner" means the person shown as the owner of property on the last revised assessment roll of the municipality in which the property is located;
- (j) "regulations" means the regulations made under this Act;
- (k) "weed seed" means the seed of a noxious weed.
R.S.O. 1980, c. 530, s. 1.

2. For the purposes of this Act, the owner of any land shall be deemed, unless the contrary is proved, to be the person in possession of the land. R.S.O. 1980, c. 530, s. 2.

13(2)

2

Chap. 530

WEED CONTROL

Sec. 3

Director,
inspectors,
chief and
district

3. The Lieutenant Governor in Council may appoint a Director to administer and enforce this Act, a chief inspector and a district weed inspector for any district designated in his appointment. R.S.O. 1980, c. 530, s. 3.

Duty to
destroy
noxious
weeds

4. Every person in possession of land shall destroy all noxious weeds thereon. R.S.O. 1980, c. 530, s. 4.

Road
authorities
deemed in
possession of
roads
R.S.O. 1980,
c. 421

5. For the purposes of section 4, every road authority within the meaning of the *Public Transportation and Highway Improvement Act* shall be deemed to be the person in possession of the land under its jurisdiction. R.S.O. 1980, c. 530, s. 5.

Appointment
of inspectors
in counties
and regional
municipalities

6.—(1) The council of every county, district and regional municipality shall by by-law appoint one or more persons as area weed inspectors to enforce this Act in the area within its jurisdiction and fix their remuneration or other compensation.

Division of
municipality
into areas

(2) Any such council may divide the municipality into areas and appoint one or more area weed inspectors for each area.

Failure to
appoint
inspectors

(3) Where a council fails to appoint an area weed inspector under subsection (1), the Minister may appoint the area weed inspector and fix his remuneration or other compensation and shall notify the council of the appointment in writing and the treasurer of the municipality shall pay the remuneration or other compensation so fixed. R.S.O. 1980, c. 530, s. 6.

Clerk to
report
inspectors

7.—(1) The clerk of each county, district and regional municipality shall, before the 1st day of April in each year, state in writing to the chief inspector the name and address of every area weed inspector for the municipality under this Act and the area for which each area weed inspector is appointed.

Idem

(2) Where the council of a county, district or regional municipality passes a by-law under this Act on or after the 1st day of April, the clerk shall within seven days after the passing of the by-law state in writing to the chief inspector the name and address of every area weed inspector appointed and the area for which the appointment is made.

Idem

(3) Where any area weed inspector resigns or the council revokes his appointment, the clerk of the municipality shall within seven days of the resignation or revocation, as the case may be, state the particulars thereof in writing to the chief inspector. R.S.O. 1980, c. 530, s. 7.

Appointment
of inspectors
in cities, etc.

8.—(1) The council of any municipality not referred to in subsection 6 (1) may by by-law appoint one or more persons

as municipal weed inspectors to enforce this Act in the area within its jurisdiction and fix their remuneration or other compensation.

(2) Where persons are appointed as municipal weed inspectors under subsection (1), they shall carry out their duties in co-operation with the area weed inspector and the area weed inspector may, when he considers it necessary, exercise all the powers of an inspector under this Act in that municipality.

Co-operation with area weed inspector

(3) Where the council of a municipality has appointed a municipal weed inspector under subsection (1), it may by by-law designate any plant that is not a noxious weed as a local weed in respect of the whole or any part of the municipality.

Designation of local weed by municipal by-law

(4) For the purposes of this Act, a plant that is designated as a local weed under subsection (3) shall be deemed to be a noxious weed within the area to which the by-law applies.

Effect of designation

(5) A by-law passed under subsection (3) does not take effect until it is approved by the Minister. R.S.O. 1980, c. 530, s. 8.

Approval of by-laws

9. Where road commissioners have been appointed under the *Statute Labour Act* in territory without municipal organization, they shall have the powers of an inspector, and the provisions of this Act and the regulations apply in the same manner as in the case of a municipality except that any sums payable by a person liable for expenses incurred or remuneration paid in enforcing this Act are collectable in the manner provided in the *Statute Labour Act* with respect to the enforcement of the payment of charges for statute labour or commutation thereof. R.S.O. 1980, c. 530, s. 9.

Inspectors in territory without municipal organization R.S.O. 1980, c. 482

10. For the purpose of searching for noxious weeds or weed seeds, an inspector may at any time between sunrise and sunset enter upon any land and building other than a dwelling house in the area within his jurisdiction and inspect the land, and buildings, and any implements, machinery, vehicles and crops or other plants. R.S.O. 1980, c. 530, s. 10.

Powers of inspectors

11.—(1) Where an inspector finds noxious weeds or weed seeds on land in the area within his jurisdiction, he may order the person in possession of the land to destroy the noxious weeds or weed seeds, and the person in possession of the land shall comply with the order.

Order for destruction of weeds

(2) Every order shall be in the prescribed form and shall specify the time within which the noxious weeds or weed

Time for destruction of weeds

13(g)

4

Chap. 530

WEED CONTROL

seeds shall be destroyed, but no order shall specify a time of less than seven days from the date of service of the order.

Service of order

(3) Every order shall be served upon every person named in the order.

(a) where the person to be served resides on the land, by leaving a copy thereof with the person or with any person over the age of sixteen years residing on the land, or by sending it by registered mail addressed to the person at his usual place of residence; or

(b) where the person to be served does not reside on the land, by leaving a copy thereof with him or by sending it by registered mail addressed to him at his usual place of residence.

Service on owner

(4) Every order in which the owner of land is not named shall be served on the owner in the manner set out in subsection (3).

Appeal to chief inspector

(5) Where any person considers himself aggrieved by an order served upon him, he may, within four days after service of the order, appeal against the order or any requirements of the order to the chief inspector giving reasons for his objection to the order.

Disposition of appeal

(6) The chief inspector may, after hearing an appeal under this section, confirm or revoke the order appealed from or may make a new order in place of such order, which shall be served in accordance with subsections (3) and (4).

Parties

(7) The appellant, the inspector who issued the order and such other persons as the chief inspector may specify are parties to proceedings before the chief inspector under subsection (6).

How appeal made

(8) An appeal under this section may be made in writing or orally or by telephone to the chief inspector, but the chief inspector may require the grounds for appeal to be specified in writing before the hearing.

Examination of land

(9) The chief inspector may, in the presence of the parties or after affording them an opportunity to be present, view and examine land in relation to which an order appealed from under this section is made and may give his decision upon the evidence adduced by the parties and on such view and examination. R.S.O. 1980, c. 530 s. 11.

OW-153-89 That taxicab owner's licence and plate #13 be re-activated and issued to Peter D. Peller upon his approval for an owner's licence in May 1989.

L.08.04.02(A)
(PVA-3-12-89)

OW-154-89 That Mr. Bruce Mortensen, Mr. Yehezkel Zahavy, Mr. Darshan Grewal, and Mr. Frank Clifford comprise the Tariff Review Subcommittee to study the present formula used in determining the current tariff rate and that this Subcommittee submit its findings to the Public Vehicle Authority.

L.08.04.02(A)
(PVA-3-13-89)